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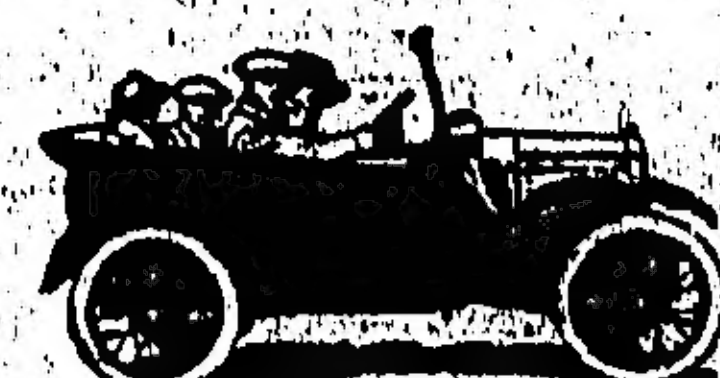
# China Mail

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## PIRATE MENACE.

### HONGKONG COMMITTEE'S INQUIRY.

#### MINORITY REPORT.

"Naval Patrols The Supreme Deterrent."

Extremely important recommendations are contained in the "Minority Report" of a Committee recently appointed to consider tightening-up the regulations governing the internal protection of ships plying in the Hongkong Piracy Danger Zone.

The Regulations provide for defence by means of guards, grilles, etc., seeking to convert the vulnerable parts of steamers into fortresses.

Strong objection has always been entertained to these measures by the Shipping Community—owners and ships' officers alike—and they have had the vigorous support of the Hongkong Chamber of Commerce and the Chinese Chamber of Commerce in advocating the extension of naval patrols by means of small armed craft as a far more effective means of protecting the enormous traffic—principally British—in the Canton Delta and China Coast within the piracy zone. Renewed representations to this effect have recently been made to Home Authorities by the Chamber, through the China Association.

On a ruling by the Hongkong Government that nothing beyond measures for the internal protection of ships could be discussed by the Committee referred to, the Minority, consisting of representatives appointed by the Chambers of Commerce and the Mercantile Marine officers' organisations, withdrew from the Committee and prepared their own report.

The Minority Report condemns the Regulations for the internal protection of ships on the grounds that they throw the responsibility for defence against pirates upon the Mercantile Marine, instead of upon the Navy to which it properly belongs. It is quite impracticable to convert into a defended citadel a small river steamer officered by two or three Europeans, manned by a Chinese crew and carrying large numbers of Chinese passengers from amongst whom it is customary for the pirates suddenly to declare themselves and take possession of the ship. To defend a ship in such circumstances is impossible, the most that can be attempted is the defence of the bridge and engine room for sufficient time to send out distress signals to naval patrols which should be in the vicinity.

Grilles conflict with Board of Trade Regulations and are a source of danger. They prevent access by passengers to the boats, making great loss of life unavoidable in the event of maritime casualty, thus throwing heavy responsibility upon the authorities responsible for their enforcement. Indian guards, of whom some 900 are employed, at a cost of \$30,000 per annum, are condemned as undisciplined and inefficient and, being under the orders of the police, derogate from the authority of the Master of the ship. Police searching of passengers and baggage in Hongkong should be more strict. Extension of that work would be far preferable to provision of armed guards on the ships. The convoy system, latterly adopted, greatly handicaps well-found ships, while affording no protection for the extensive traffic of towed-junks between Hongkong and Canton.

The report looks to the early provision of wireless on all passenger vessels in the danger zone, allowing a reasonable time to install apparatus and train operators for whom a School has now been in operation in Hongkong for the last twelve months. Reform in the method of engaging Chinese crews is also advocated.

Naval patrols are regarded as the supreme deterrent of piracy. "Once pirates know that, although they may be able to overcome resistance in the ship itself they will not be able to get away, piracy will cease." Protection of British commerce is essentially a duty of H.M. Navy. Accompanying the report is a lengthy statement by the Senior Naval Officer West River Patrols which, the signatories urge, shows that H.M. Naval Forces stationed in waters adjacent to Hongkong are inadequate for the many and varied duties which devolve upon them. River and coastal patrols should be extended, and if the Navy estimates do not permit, the Hong-

kong Government should accept the responsibility, perhaps using the surplus shipping control funds. The Senior Naval Officer's report, which deals with the river apart from the coastal problem, states that armed launches, if used as patrols instead of as convoys, could give equally good protection to river steamers and far better protection to the many small craft under the British flag. There is an enormous trade carried on in junks bottomed by launches. "At present every pirate and local inhabitant knows exactly when the convoy and its guard launch will pass and can make their plans to pirate a tow before or afterwards in perfect safety." In my opinion, the only alternative to the present system is to increase the number of armed launches avail-

able. If another five armed launches were provided, the carrying of large armed guards and sailing in convoy could be abolished and the system of grilles reduced practically to protection of the bridge and engine room. With the present four armed launches, plus five additional ones, a system of efficient patrols could be instituted covering the Pearl River and from Wangmun to Kongmun." In other respects the Senior Naval Officer fully confirms the Minority Report, which commercial opinion here confidently hopes will lead to the provision of the comparatively small additional Naval protection essential to safeguard one of Britain's most important trade outlets.

## "WE MUST WATCH."

FRENCH PREMIER AND  
THE GERMANS.

HINT TO THE ALLIES.

(Reuter's Service.)

PARIS, January 28.

An unusually fierce tone towards Germany characterised M. Herriot's intervention to-night in the debate on foreign affairs, in which he asserted that, behind the dust she was throwing in the Allies' eyes, Germany was preparing for an assault. He warned the Allies, particularly Britain and Italy, adding: "We must watch what is happening over there."

In view of the Premier's subsequent reference to the Geneva Protocol, the failure of Britain and America to ratify the tripartite pact, and his insistence on the security of France as the first essential of world peace, the opinion was expressed in the Lobby that the Premier was addressing himself to Britain over the heads of the deputies. Earlier in his speech M. Herriot reiterated that France did not intend to renounce her debts. The speech was loudly applauded by all the benches, with the exception of the Communists.

## WAR ENDS?

### FOREIGN VIEW MOST HOPEFUL.

#### CHI HSIEN YUAN SAILS.

NO MORE FIGHTING AROUND  
SHANGHAI.

(Reuter's Service.)

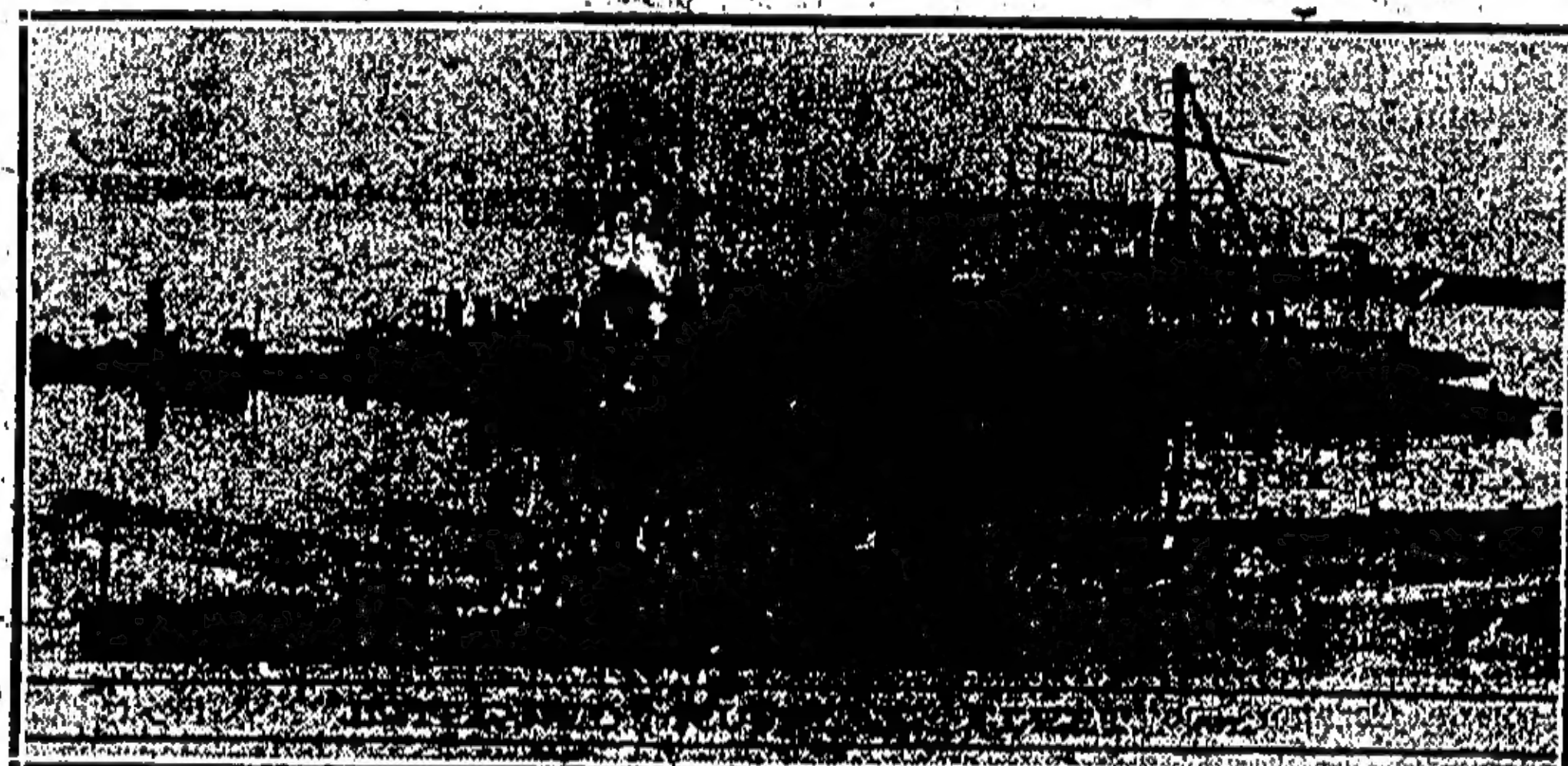
SHANGHAI, January 29.

Lu Yung-hsiang captured Soochow last night and is advancing on Quinsan to-day.

That Chi Hsiang-yuan's departure for Japan has practically ended hostilities, is evidenced by the fact that the armoured train, containing 5000 Lu Yung-hsiang's white Russian troops and three Manchurian troops, arrived at Shanghai from Wushih that evening without resistance. They formally took possession of Shanghai North Station. Indeed, they disarmed on route a number of Chi's ex-troops who are believed to be straggling towards Shanghai.

The foreign view of the situation is most hopeful and only the merest precautions were taken. It is believed that Lu Yung-hsiang will send a larger force to Shanghai to-night to take possession.

## SOVIET FLEET "ONLY FIT FOR SCRAP IRON."



This morning's cables report that France will shortly hand over Wrangel's Fleet to the Soviet, and the matter was discussed with Mr. Winston Churchill in London yesterday. Roumania, the country chiefly concerned, does not regard with any undue apprehension, the return to Russia of the fleet, which is believed to be completely obsolete and "only fit for scrap-iron."

## LATER.

Lu Yung-hsiang has issued an instruction to his forces that no more fighting must occur round Shanghai.

The strike of engine drivers is now settled.

## VANQUISHED FLEE.

(By Courtesy of "Daily Bulletin")

SHANGHAI, January 28.

On arrival of Lu Yung-hsiang's armoured train at Shanghai North, about 200 of Chi Hsiang-yuan's troops, who were there, took flight. Sun Chuan-fang controls the arsenal, but it is believed he will evacuate to-night before the arrival of Lu Yung-hsiang's expected larger force.

Wen Shi-ten informs Reuter's correspondent that he has tendered his resignation to Chi Hsiang-yuan and Sun Chuan-fang of his post of Commissioner of Foreign Affairs in Kiangsu, his post of Superintendent of Customs, and his post of Lieut-Governor of Hunan.

## DR. SUN YAT-SEN.

LITTLE CHANGE  
YESTERDAY.

(Reuter's Service.)

PEKING, January 26.

Dr. Sun Yat-sen's condition this afternoon was virtually unchanged. His pulse was 115, temperature 99.3. He passed a comfortable night and is taking more nourishment.

[No further advices regarding Sun Yat-sen were to hand to-day up to the time of going to press, which may indicate as suggested yesterday—that the Japanese semi-official announcement of his death was premature.]

## COTTON INDUSTRY.

BREAKING AWAY FROM  
AMERICA.

IMPORTANT SUGGESTIONS.

(Reuter's Service.)

LONDON, January 28.

Giving evidence before the Committee of Industry and Trade,

out much difficulty introduces the necessary improvements to make it a first class port—the qualifications of which were that it should have a qualified and adequate health staff, proper apparatus for the fumigation of large vessels at anchor, a trained staff for capture and scrutiny of rats, suitable quarantine station for deck passengers, adequate laboratory, infectious diseases hospital, safe and adequate water supply, and requisite machinery for dealing with grave diseases.

The outstanding feature of the Conference to most of the members was the length of time that was voluntarily devoted to the discussion of leprosy. In this connection the "China Mail" on Saturday is publishing an interesting interview with the founder of a leper settlement, eighty miles from Hongkong, Dr. Muir, the expert on leprosy research, who was honoured by the University of Hongkong at the opening of the Conference, is at present visiting this island.

It was Dr. Muir who, in the

Mr. Hamersley, on behalf of the Provisional Emergency Cotton Committee, advocated the establishment of a board consisting of representatives of the employers and employed to control the whole industry, inter alia to regulate supplies, avoid recurrent booms and slumps, the decisions of such Board to be binding.

The Committee urged that steps be taken to make the industry independent of America, where the farmers were, financed and highly organised in holding up supplies, and suggested that India be concentrated upon to provide raw cotton of the requisite staple grade.

The Committee deprecated Government interference in the industry. It thought Lancashire was not threatened by the increased production of low class yarn and hand-woven cloth. It expressed the opinion that those made in India, Japan and China were of such low quality that the English spinners and manufacturers would not make them.

## HEALTH TABLOIDS.

### SURVEY OF MEDICAL CONFERENCE.

#### VITAL POINTS FEATURED.

Position Of Hongkong As A Port.

The lectures at the Medical Conference at the University, which came to a conclusion yesterday, were not so technical as had been anticipated, and a brief survey should be of use in establishing more firmly in the public mind the points of particular local import.

The most important to Hongkong as a port were those made by Dr. Lim, a Hongkong University graduate, who has been doing good work in Shanghai, on the subject of the proposed League of Nations grading of Far Eastern ports.

In this connection the "China Mail" understands that Dr. J. B. Addison, Principal Civil Medical Officer of Hongkong, has already left the Colony to represent it at the conference to be held at Singapore to consider ways and means of setting up an Epidemics Bureau for the Far East which will collect news of what is happening in ports with regard to the prevalence of disease, and pass it on.

Hongkong being a British Colony, said Dr. Lim, could with-

course of lectures given here and the discussion which followed, emphasised the importance of early diagnosis and treatment, pointing out that in Calcutta they had found that of their slighter cases 100 per cent. lost all active signs of the disease when efficiently treated and when the treatment persisted in for a long enough period.

Perhaps the most startling claim put forward by any medical man in the course of the conference was that of Dr. Lim Boon-keng in regard to the cure of tuberculosis. He held that success had attended treatment consisting of meat juice of carnivorous animals and a little of the Coeur system of healing by faith. He added that the blood juice of dogs had in his experience proved most effective.

Of vital importance to those who are studying the problem of satisfactory agriculture in China were the statements made by Dr. Frank Oldt, of the Canton Hospital, who has been making tests along lines which should enable him to put proper knowledge at the disposal of the farmers to protect their health more thoroughly and produce food for public consumption in a more wholesome manner.

The above are the lines on which the main discussion of the Conference turned, but no review would be complete without a reference to an outcome, both inevitable and desirable, as a result of the meeting—between different medical factions, i.e. a spirit of closer co-operation between all who are working in the interests of medical science in China.

The Conference closed yesterday with resolutions recording thanks for hospitality extended and assistance rendered. The Executive Committee were empowered to decide whether next year's Conference should be at Shanghai, Peking, or Chenai-fu.

## "STAR" FERRIES.

WHAT THE DIRECTORS'  
REPORT REVEALS.

DIVIDEND AND BONUS.

The report of the Directors of the "Star" Ferry Company, Ltd. to be submitted at the 27th ordinary annual meeting to be held at the offices of Messrs. Jardine, Matheson & Co., Ltd., at noon on Monday, February 2, states as follows:—The Directors have the pleasure to submit to shareholders their report, with a statement of accounts, for the eight months ended December 31, 1924.

The net earnings of the boats, after paying all working expenses, amounted to \$256,956.78.

The amount at credit of Profit and Loss account, (after paying for repairs, allowing for Directors' and auditor's fees and depreciation, including \$37,252.71 brought forward) is \$311,415.08 which, with the approval of shareholders, it is proposed to appropriate as follows:—

To pay a dividend of \$1.50..... \$60,000.00  
To pay a Bonus of \$1.00, 40,000.00  
To carry forward..... 211,415.08  
Total..... \$311,415.08

## DIRECTORS.

Mr. B. D. F. Bell joined the Board in place of Mr. D. G. M. Bernard resigned.

In accordance with the Articles of Association Mr. C. Gordon Mackie retires but being eligible offers himself for re-election.

## AUDITOR.

The accounts have been audited by Mr. C. Bernard Brown, A.C.A., who offers himself for re-election.

Mr. Howard Carter, who has arrived at Calcutta, is going soon to Lucknow to resume work on the tomb of Tutankhamen.

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PAID-UP CAPITAL.....\$20,000,000  
RESERVE FUNDS.....\$4,500,000  
STERLING.....\$25,000,000  
SILVER.....\$25,000,000  
RESERVE LIABILITY OF PROPRIETORS.....\$20,000,000

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Hongkong, 25th November, 1924.

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Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.  
INTEREST on deposits is calculated in the lowest balance during each completed Calendar Month at 3 1/2 per cent. per annum. Should there be no balance on any day in a month no interest will be allowed for that month.  
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For the HONGKONG & SHANGHAI BANKING CORPORATION,  
A. H. BARLOW, Esq.,  
Chief Manager,  
Hongkong, 7th January, 1925.

## THE CHARTERED BANK OF INDIA, AUSTRALIA &amp; CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

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PAID-UP CAPITAL.....£25,000,000  
RESERVE FUND.....£25,000,000  
RESERVE LIABILITY OF PROPRIETORS.....£25,000,000

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CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,  
Manager,  
Hongkong, May 8, 1923.

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RESERVE FUND.....Fr. 25,000,000  
RESERVE LIABILITY OF PROPRIETORS.....Fr. 25,000,000

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Hongkong, March 20, 1924.

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Hankow, San Francisco,  
Hankow, Seattle,  
Hankow, Shanghai,  
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Hankow, Singapore,  
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Hankow, Tientsin,  
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[The other evening, says a "Daily Graphic," Lady Glenarvon was looking for a taxi after a walk along the Embankment along the Cecil, when she was stopped at a hungry, ragged man. "How can you walk about with thousands of pounds round your neck while men and women like can't buy a meal?" he said. "The pearls are only worth a few shillings," she said, but his reply was "That's a fine tale." "Very well, then, take them," she said, unclipping her two strings from her neck and putting them into the man's grubby hands. "They will be a good idea," he said, "but you mean, but it won't be very big one," she said, as she went her way.]



## PIRACY EVIL.

## GOVERNMENT MEASURES REVIEWED.

## SEARCHING CRITICISM.

## How the Shipping Surplus Can Be Used.

"Once pirates know that although they may be able to overcome resistance in the ship itself they will not be able to get away, piracy will cease."

This is the vital point brought out in the piracy minority report issued over the names of Mr. N. S. Brown, representing the Hongkong General Chamber of Commerce, Mr. T. N. Chau, representing the Chinese Chamber of Commerce, and Mr. T. T. Laurensen, representing the Combined China Coast Officers and Engineers' Guilds.

The text of the report is as follows:

In September 1924 the Hon. the Colonial Secretary wrote to the Hongkong General Chamber of Commerce, the Chinese Chamber of Commerce and the Combined China Coast Officers and Engineers' Guilds, stating that "certain further proposals" with regard to the prevention of piracy were at present under consideration and asking each of such bodies to nominate a representative to serve on a Committee with certain Government officials "to consider the proposals put forward and to make recommendations thereon to the Government."

The three bodies so named nominated Neilage Sharp Brown, Chau Tsun-nin and Tom Turnbull, Laurensen respectively the signatories hereto as their nominees. The first meeting of the Committee was held on Friday, December 5, 1924, at which the Assistant Harbour Master, Commander Conway Blake, R.N., presided. It was explained by the Chairman at the outset that the "certain further proposals" which the Committee was appointed to consider were principally proposals for the amendment of the Piracy Prevention Regulations, and that the Committee were not to be allowed to discuss the general question of piracy prevention apart from the regulations. In these circumstances the signatories knowing the general opinion of those whom they represented, felt themselves compelled to refer the matter back to them before proceeding further with the discussion. The bodies referred to were of the opinion that the existing regulations were most unsatisfactory and that no revision of them would be effectual for the purpose of the suppression of piracy and that unless the whole subject was considered, and all avenues explored, no good purpose could be served by the signatories containing on the Committee and that of wider discussion which such bodies contemplated was not to be allowed. It would be better if their representatives should withdraw from the Committee and go thoroughly into the matter themselves and submit a minority report. At the adjourned meeting of the Committee the Chairman again made it clear that the wider consideration was outside the scope of the Committee and the signatories hereto accordingly withdrew.

Although both the Shipowners and the Personnel on the ships from the outset have realized the many defects of the existing Ordinance they have unquestionably given the system more than a fair trial. They cannot, however, continue to willingly subscribe to a system which from experience they are convinced is wrong.

## DUTY OF THE NAVY.

It is strongly urged that it is the province of the Navy to protect commerce, particularly British commerce, against the depredations of pirates. Under the Regulations the responsibility for the defence of the local Mercantile Marine is thrown upon the owners and the officers of each vessel. The idea of a merchant ship of the class plying in the Canton Delta or on the coast having a "citadel" fortified and garrisoned is as impracticable as it is absurd. It is accepted as an axiom that it is the duty of the master and his officers to defend their ship but it is submitted that adequate protection from piratical attacks from within the ship is utterly impracticable in the case of vessels employed on the trades in question. Vessels constructed for commercial purposes to carry passengers and cargo from one port to another cannot be converted into fortresses. It is common ground that the element of surprise is always inevitably present in the case of such attacks. The most that can be hoped for or attempted is the defence of the bridge and engine room for a sufficient time to enable the officers to send out distress

signals from the bridge. The finding of the Commission appointed to enquire into the "Sui An" Piracy goes to show that if the then Piracy Prevention Regulations had been carried out to the letter and the strongest possible fight put up, "the bridge" could only have been held for a sufficient time to have robbed the attack of its element of surprise, and opportunity would have been furnished to inflict damage upon the attackers and to send up signals of distress. It is probable that the bridge could not have been finally held against the determined assault by a large party of armed men. With one exception every recent piratical attack from within the ship has been successful in spite of the existing Regulations. The exception referred to is the case of the "Tai Lee" in April, 1924. She was then the mother ship of her convoy and carried eight armed Indian Guards in charge of two European Sergeants, in addition to the six armed Indian Guards attached to the vessel and signed on articles. The pirates launched the attack upon the engine room and, control having been gained, they drew the first with the intention of causing the vessel to drift ashore where a considerable body of pirates well armed were waiting ready to loot the vessel and murder anyone who resisted. Fortunately, the vessel did not drift ashore, but was carried down mid-stream with the current. The pirates seeing that their object was defeated, made no attack on the bridge but jumped overboard and swam to the shore. It is said that several were shot as they were swimming away but this is doubtful as it was a dark night and it was impossible to be certain of the results. The "Sanning" another vessel of the convoy turned around and tried to stand by, but she could render no assistance whatever, in fact she only became an additional target for the rifles of the disappointed desperadoes on shore who fired at both vessels until they were out of range.

GRILLES AND DANGER. It is considered that if it is necessary to retain certain of the Regulations until Naval patrols (hereinafter referred to) are provided, it certainly is not necessary to stiffen the existing Regulations but on the contrary they should be considerably modified and all that is required is that the bridge and the engine room and stokehold entrances should be protected, and the officers armed. The grilles are a real source of danger. They interfere with the access of the passengers to the boats and in all probability will be the cause of great loss of life in the event of a vessel carrying them incurring any maritime casualty. The Regulations so far as they relate to grilles are in direct opposition to the provisions of the merchant Shipping Acts. The Board of Trade requirements as to the Survey of Life Saving Appliances, 1920, par. 160, are as follows:—"Proper provision must be made for access of passengers to the embarkation deck and for controlling and marshalling them, in the lifeboats in the shortest possible time." "The present requirements under the Piracy Prevention Regulations are to keep all passengers other than those of first class below the bridge deck, which in all river steamers is also the boat deck. In the case of river steamers all access from the main or lower deck is cut off from the next deck above or from the saloon deck by means of locked spar gratings across the companionway. Passengers in the second class accommodation on the saloon deck are separated from the first class passengers forward and from the deck above by means of locked gratings and grilles. No officers or guards are below the bridge deck, that is the deck above those on which the majority of the passengers (in many instances over 1,000) are carried. In the event of a panic arising from fire, collision or other maritime casualty the people below decks would be unable to reach the boat deck because of the locked grilles. The ships' officers in the event of a collision would be fully occupied with their respective duties and therefore unable to attend to the unlocking of the grilles. If the grilles had keys it is unlikely that they would have sufficient presence of mind or sufficient initiative to do anything of use.

In some steamers which come within the purview of the Regulations there are something like 30 locks to be unfastened before all the grilles can be opened. No means of releasing bolts simultaneously is feasible in ships of the class concerned. Furthermore owing to the grilles the crews of these vessels would have the greatest difficulty in getting to the boats themselves. In the event of an outbreak of fire or a collision and a serious loss of life occurring owing to passengers being penned below, who would be held responsible: the Hongkong Government or the Owners and their Officers who were compelled to carry them out?

NO FAITH IN GUARDS. There are approximately 900 Indian Guards employed at a cost to the shipping companies of some \$270,000 per annum.

Neither owners whose property is at stake, nor officers whose lives are at stake have the slightest confidence in them. Their training is inadequate and their discipline is bad and their bad discipline affects the discipline of the other members of the crew. These guards although nominally on the ship's articles are paid through the police and consider themselves as police and resent receiving orders from the ship's officers. In an appendix hereto a number of cases is quoted, showing the bad discipline and inefficiency of the guards. This list of cases is by no means exhaustive but merely illustrative of the matter raised in this paragraph.

It is the opinion of both the owners and the officers, (as it is the generally accepted view all the world over) that the Master of a vessel should have complete control over all members of his crew at all times when the vessel is at sea, and it is felt strongly that the police element should be entirely eliminated and that any Regulations or assistance received by a ship in the British Mercantile Marine should come from the Navy and in certain matters from the Harbour Department and not from the Police. Whilst in port the Indian Guards consider themselves as being off-duty and they take no part in searching the people who come on board whilst the vessel is in port. It is the unanimous opinion of ship owners and officers that the guards could and should be dispensed with from the ships.

POLICE SEARCHES INADEQUATE. The searching and examination of passengers embarking on vessels about to leave the Colony is a proper function of the police. The police searches, however, are inadequate. The number of cases of ships which have been pirated by passengers who embarked with their arms is well known. Coastal and river steamers are frequently in Hongkong for twelve hours at a time and during the whole of this time cargo and baggage is being discharged and loaded. The ship's officers cannot possibly be expected to search the people who are constantly coming and going yet the police only come on duty on the various wharves some two to three hours before the ship is due to sail. It is submitted that an adequate number of police should be on duty on the wharves the whole time, also that the Water Police should be strengthened and provided with additional suitable harbour craft to be used in supervising and examining passengers embarking on vessels in the stream. At present police supervision and examination of such passengers is hopelessly inadequate. This doubtless will entail a considerable increase in the strength of the police force and consequently increased expense. It is submitted, however, that it is as much the duty of the Government to protect life and property on board ship by taking precautionary measures whilst ships are in port as it is to protect life and property ashore.

Owing to the siting up of the Tai Mei Barrier a number of vessels have to be lightened at Whampoa and the cargo so taken out has to be carried from thence to Canton in native craft. The greatest difficulties are being experienced in inducing the owners of native craft to carry such cargoes owing to their fear of pirates. The regulations, of course, cannot apply to such craft and the only defence that can be afforded to such craft must be supplied by patrols.

## CONVOYS AND WIRELESS.

It is not contended that the convoy system has proved entirely useless, but experience has shown that it is a serious interference with trade as the speed of the convoy is necessarily reduced to the speed of the slowest vessel in the convoy. The result is obviously unfair to those Companies which have spent large sums in improving their vessels to cope with increased competition and also tends to stop further development. It is considered desirable that the Government should obtain from the owners of all vessels

## CLASH WITH PIRATES.

## THRILLING TALE OF ADVENTURE.

## PARTICIPATOR'S VERSION.

## Bloodthirsty Fight at Pakkai.

Pakkai's small foreign community were startled out of their beds on China New Year eve (last Friday night) by a determined pirate attack on that port, just below Kongmoon.

The "China Mail's" Kongmoon correspondent is a Pakkai resident. He was in the thick of the fight and his experiences provide a thrilling reading. Under date of January 24 (China New Year's Day—Saturday)—his message only arrived this morning—he writes:—

"As a result of this raid, a man was taken away for ransom; a woman from the same house was brutally wounded in the head by a pistol butt; a five-year-old child was kidnapped; a young man employed by the Pakkai mission was also forced away but made a daring escape; a boy was wounded by a shot in the abdomen; and a pirate was killed by his own comrades.

Awakened last night by the noise of fire crackers I heard sounds resembling pistol shots. On going out to my verandah I noticed three or four men dressed in black, each flashing a torchlight and scaling a ladder placed against a house close by.

A boy living just opposite to me opened his door to ask what the men wanted and was immediately felled by a bullet which lodged in his abdomen. Subsequently, I attempted to render first aid, but he died in hospital.

The pirates then began to smash the windows of the houses. My family had taken refuge on the roof, and I posted myself with a pistol near a window, taking pot shots at the fitting shadows. One pirate burst open my garden gate, but he was shot by his comrades.

Meanwhile the alarm had been sounded. Police and soldiers arrived, but the pirates had gone with their captives. The dead pirate was found with his belt full of cartridges and a pistol butt several feet away. He has been identified as an ex-non-commissioned officer of an army.

The gang were out to capture the son of the owner of the houses. They knew he was living in the second house and accordingly took a victim from the second house of each block to make sure of getting their prize. In the thick mist the missionary employee escaped under heavy fire.

Mr. Hilliard, Commissioner of Customs, came to our assistance with his staff. The shots fired from the Customs compound certainly caused the pirates to take to their heels. Should the Chinese soldiers require assistance in their projected attack on the outlaws' stronghold Mr. Hilliard will ask for the co-operation of H.M. gunboats if necessary.

Continuous discharge of papers and also 24 hours' articles—both these reforms are considered desirable and it is recommended that a special committee should be formed to go fully into the matter with the Harbour Master.

PATROLS THE VITAL NEED. Speaking generally defence from within can never of itself be ultimately successful. The utmost that can be hoped for is the defence of the bridge and engine room until signals of distress can be communicated to a patrolling vessel in the neighbourhood and it is submitted that with adequate patrols all that is necessary in merchant vessels is protection of the bridge and engine room and the arming of officers. Once pirates know that although they may be able to overcome resistance in the ship itself they will not be able to get away, piracy will cease.

The protection of British vessels from piracy in the adjacent waters is essentially a duty of His Majesty's Navy. An efficient service of patrols would not merely protect commerce from attacks from without but would also act as absolute deterrent to attacks from within.

In a speech made by him in Shanghai (1924) Admiral Sir Arthur Leveson stated that the placing of armed guards on river boats was of little practical service and that increased patrols were in his opinion the only remedy, and that he was taking steps to increase the patrols on the Yangtze.

The signatories hereto have taken up the question of Naval patrols with the Senior Naval Officer West River Patrols and his report is with the approval of the Commodore appended hereto. Two observations only need be made on the substance of that report. First that it would appear from the report that that portion of H.M. Naval forces which is stationed in adjacent waters is not adequate for the many and varied duties which devolve upon it and second that the report deals practically entirely with River traffic.

It is urged that a system of patrols on the lines indicated by the officer in question and a coastal patrol within the danger zone to be formulated by the Naval authorities should be instituted at once. If the Estimates for His Majesty's Navy do not permit of the immediate construction of the indicated craft by the Navy it is urged that Hongkong Government might fittingly apply to this purpose the surplus shipping control funds as yet unappropriated to any particular purpose, or if these are unavailable for the time being, in the interests of the general trade of the Colony the Hongkong Government should accept responsibility. It is not within the competence of the signatories to this report to elaborate a comprehensive scheme of naval patrols. It is however most strongly urged that an adequate patrol system on the lines suggested by the Senior Naval Officer West River Patrols and a coastal patrol are the only solutions of the existing state of affairs and that the Hongkong Government should therefore at the earliest possible moment seek the advice and assistance of H.M. Naval Authorities at Hongkong in

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**NORMA TALMADGE**  
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**THOMAS MEIGHAN**

in a supporting cast  
in

## "THE PROBATION WIFE"

Everything that a good film should have is to be seen in this splendid and entertaining production featuring the two of the most popular stars in American filmdom.

Norma Talmadge is presented in this picture in her greatest screen opportunity.

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**AMBER** CIGARETTE HOLDERS  
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CIGAR HOLDERS  
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30-32, Des Voeux Rd. C.

## LOCAL AND GENERAL.

A special late train has been arranged to take Peak residents home after the Madeline Rossiter show. It leaves the lower terminus ten minutes after the performance ends.

A Chinese, with a previous conviction, was sentenced to six months' hard labour at the Kowloon Magistracy yesterday, for breaking into No. 926, Canton Road, in the early hours of Sunday last. It came out in evidence that the man was seized inside the shop by an inmate at three o'clock in the morning.

In his lecture before the Hongkong Lodge of the Theosophical Society last evening, Mr. M. Manuk dealt with the laws of sympathy and compassion from a psychological standpoint. He traced, in a lucid manner, how these characteristics operated in man and also how they were expressed in relation to different strata of life.

A return of the number of cases of notifiable diseases in the Colony during the week ended January 24, shows one British case of scarlet fever, one British case of enteric fever, two Chinese cases of small-pox, two Chinese cases of diphtheria, six Chinese cases of enteric fever, and two Chinese cases of cerebro-spinal fever. The return for the 24 hours ended on Tuesday shows one case of enteric fever (British), one of small-pox, and one of cerebro-spinal fever, the last two Chinese.

Not only has boxing in Singapore suffered, but in Selangor also the sport appears to have gone the same way. Boxing there is as good as dead, it has been stated, says a Singapore paper, and it is believed, that the Selangor Boxing Association has to some extent contributed towards the demise. The reasons for the lapse of the sport are probably not in any great way connected with the lack of control, bad decisions, or such things, to which many have attributed the trouble. The main cause is that those who were so eager to crowd the boxing arenas when Felky and Jamilo and other "stars" were to be seen for the first time, have been given too much of it.

Two foreigners, Leon Rabinov sky and Henry Pearlman, were charged at the Mixed Court, Shanghai, on Thursday with trafficking in arms. They were sentenced to one year and expulsion.

The question of the sites for the new American Embassy and Consulate, Tokyo, has been settled as the Tokyo people desired. A Washington telegram states that the Foreign Affairs Committee of the House of Representatives has again approved the Bill for the \$1,150,000 appropriation in its original form. The Committee's objections to having the Embassy and Consulate on separate sites have been overcome.

Three leasehold properties at Hungghom, known as No. 6, Baker Street, No. 3, New Western Market, and No. 5, Winslow Street, were sold by auction yesterday. The properties cover an area of 3,283 square feet, or thereabouts, and are held for the term of 75 years from January 1, 1901, with a right of renewal. The Crown rent is \$25.40 per annum. The properties were knocked down to Mr. Ng Sui-kam, 235, Hollywood Road, for \$8,000.

It has often been a subject of discussion whether the average coolie's head is made of wood or filled with cotton wool or whether it merely has "nothing in it." A casualty taken a few days ago to that refuge for the distressed—the Shantung Road Hospital—by the police, unfortunately does not settle the point, says the "N. C. Daily News." Some friends either in a frolicsome mood or from feelings of revenge drove a 2½-inch wire nail right down into the middle of the top of the man's head. After being X-rayed the Chinese house surgeon succeeded in extracting it, and at time of writing the man is going on well. As, we are told, the X-ray film showed only the 2½ inches of nail within the cranium, it seems as though those who hold the "nothing in it" hypothesis have scored a point. It would be well if the Traffic Department and others who have to deal with this class of men take note.

There were two cases of diphtheria (British) and one of enteric fever (Chinese) notified yesterday.

A Tokio cablegram to the "Daily Bulletin" states that weather permitting, Major Zanni will fly to Osaka to-morrow, where he will store his machine until his flight across the Pacific is resumed, probably in May.

The Police received a report yesterday that Mr. Kailey, living at the Standard Oil Company's quarters at Laichik, was bitten by a dog belonging to Mr. Duffy. The animal was sent to Kennedy Town for observation.

The whole of the Hankow native Press last week extended itself upon an alarming story to the effect that a serious klunk had made its appearance in the Yellow River Bridge and that a couple of trains had slid over the edge into the river, 300 persons losing their lives in the horrible accident. Upon inquiries from official foreign sources we are informed that there is not a word of truth in the report.

Dr. Stephen P. Duggan, one of the foremost educational leaders in America, will visit Japan in the early spring. He is now in the Philippines as a member of a commission surveying the insular school system. Dr. Duggan is a director of the Council of Foreign Relations in the United States, besides being connected with many other public organizations and institutions. He is the author of several books including "The Eastern Questions," "A Study in Diplomacy," "The History of Education," and "The League of Nations."

A Shanghai war correspondent called at Marshal Chi Hsi-ch'uan's headquarters to obtain a pass to the fighting area. The correspondent was told that one would certainly not be issued to him. The one in possession of his newspaper would be cancelled forthwith, as that journal had maintained an "unneutral" attitude in the conflict. It is easy to see what the Marshal meant, but one admires his diplomacy, remarks the "N. C. Daily News."

## SOCIAL AND PERSONAL.

Mrs. Henshaw, who recently went into Singapore Hospital to undergo an operation, is making good progress and expects to be out this week.

Straits papers understand that Mr. W. L. Blythe, M.C.S., will shortly relieve Mr. J. S. W. Reid M.C.S., as Private Secretary to Sir George Maxwell.

The death has been reported from New York of Mrs. Eleanor Franklin Egan, wife of Mr. Martin Egan, who was at one time a prominent resident of Manila.

The wedding took place at St. George's Church, Penang, of Mr. William Grantham, engineer, Purit Buntar, to Miss Muriel Eggle Deller, of St. Ives, Hunks, England.

Mr. Donald Paterson, assistant general manager, Singapore Harbour Board, formerly Resident Engineer Johore Causeway, has arrived in Singapore from Home to take up the duties of his appointment.

The passengers by the P. & O. s.s. "Malwa" which left London on January 2, include the following:—For Hongkong: Major-General C. C. Luard, C.B., C.M.G., Mrs. Luard, and the Rev. Bishop of Victoria. For Shanghai: Sir Edward and Lady Rhodes.

Sir Maurice Fitzmaurice, C.M.G., F.R.S., of Onslow Square, S.W., and of Victoria Street, S.W., civil engineer, of Messrs. Coope, Fitzmaurice, Wilson and Mitchell, who reported on Hongkong Harbour, who died on November 17, aged 63, left estate of the gross value of £94,215, with net personally £91,409. He left £100 each to the Benevolent Fund of the Institution of Civil Engineers and the Pension Fund of the Royal Society, Burlington House.

The wedding has taken place at St. Paul's Cathedral, Calcutta, of Miss Mary Kathleen Nera Cotton, daughter of Sir Evan Cotton, President of the Bengal Legislative Council and Lady Cotton, and Mr. Richard Henry Parker, Indian Civil Service, son of Mr. R. W. England Parker and the late Mrs. Parker, Oxford. The ceremony, which was attended by His Excellency the Governor and the Countess of Lytton, was conducted by the Rev. G. G. Pearson assisted by the Rev. F. Douglas. The Metropolitan Cathedral, Calcutta, was blessed.

Sir George Stevenson, K.C.B., passed through Sandakan in s.s. "Arafura" on January 7 and lunched with His Excellency the Governor. He had held various important positions in Ireland, retiring from Government Service in 1921.

Miss W. N. Riley and Mrs. Maddick have arrived at Sandakan on the "Hinsang" after an extremely adventurous and stormy voyage from Hongkong, which necessitated a diversion to Saigon to replenish bunkers.

A very pretty wedding took place on December 22, in the Church of St. Michael and All Angels, Sandakan, between Mr. Basilio Evangelista, of the Forestry Department and Miss Mary Margaret Watson, daughter of Mr. and Mrs. R. Watson of Sandakan.

Monsieur Rayssac, Bishop of Swatow, arrived at Singapore by the "Paul Leont" from Hongkong, on his way to France. In order to enable him to thank personally the Chinese towkays of Singapore for their generous contributions to his school at Swatow he broke his passage at Singapore, arranging to stay a fortnight with Father Ouilon at the Procure in River Valley Road.

Colonel Spencer had a farewell dinner at the Europe Hotel, Singapore, given by the Volunteers. Major Paterson, who presided, paid tribute to Colonel Spencer's tireless energy in connection with the Volunteer movement. Colonel Spencer, in reply, was reminiscent regarding the re-formation of S.S.V.F. and urged the necessity of all Volunteers doing their job. Both speakers welcomed the new Commandant, Major Postlethwaite, who was present.

A passenger travelling through by the s.s. "Kalgan" was Police Sgt. B. B. Boddy, who was recently decorated at Shanghai with the S.M.P. Distinguished Service Medal (1st Class) for gallantry in capturing a dangerous robber who almost fatally wounded. Before his departure he was presented with a suit case by his colleagues at the Central Police station, on the occasion of his departure on six months' sick leave. Chief Inspector Young, in making the presentation, referred in glowing terms to Sgt. Boddy's heroic exploit. Sergeant Boddy is the first holder of the Police D.C.M. (1st Class).

A Manila telegram to the "Daily Bulletin" states that Miss Margaret Read, daughter of Major-General George W. Read, formerly General Officer Commanding in the Philippines, died of injuries sustained in a motor-car accident at Baguio. Major-General Read and his wife are en route to America on board the transport "Thomas."

Mr. C. E. A. Maartenzen, Office Assistant to the Principal Medical Officer, F.M.S. will go on three months' furlough in March preparatory to retirement on reaching the age limit. Mr. Maartenzen has served the F.M.S. Government for over 30 years in various capacities in the Railway, the Sanitary Board, the P.W.D. and the Auditor-General's Office.

The news of Mrs. Gene Stratton-Porter's death, which occurred so tragically at Los Angeles, was received with grief by her many admirers in England. Her books, breathing the charm and freshness of wild life in the woods and swamps of the Limerlost region of Indiana, have delighted countless readers. Over 2,000,000 copies have been sold in England, the most popular of those published here by Mr. Murray being "Freckles," "Laddie" and "Michael o' Holloran." For the past three years, Mrs. Stratton-Porter had been engaged at her winter home in California, in producing film versions of some of her novels. Their release over England is awaited with great interest.

Sir Herbert Henry Raphael, Bart., of Hockley Vale, Folkestone, Liberal M.P. for South Derbyshire, 1906-18, formerly a member of the Essex County Council and the L.C.C., founder of the Romford Garden Suburb and donor of the Romford Public Park, left unimpaired property provisionally valued at £142,590 gross, with net personally £100,514, "so far as can at present be ascertained." The will, containing about 200 words written on a sheet of notepaper, leaves all his property to his wife absolutely. Sir Herbert enlisted in the "Sportsmen's Battalion" as a private in the early days of the war, and afterwards acted as A.P.M. at Folkestone.

## REPULSE BAY HOTEL

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## CARNIVAL

on

SATURDAY, February 7th, 1925

Fancy or Evening Dress Optional

LATE CAR TO PEAK 1.00 a.m.

LATE BUS TO HONGKONG HOTEL  
12.00 Midnight.

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SALTED or UNSALTED

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STANDING ORDERS NOW BEING BOOKED.

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MAKE YOUR SELECTION FROM OUR RANGE OF  
ELECTRIC, COFFEE PERCOLATORS, SAUCEPANS  
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SHIPBUILDING MATERIALS, SHIPCHANDLERS &  
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GENERAL STORE-KEEPERS  
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No. 6, Nathan Road, KOWLOON.  
TELEPHONE K. 25.  
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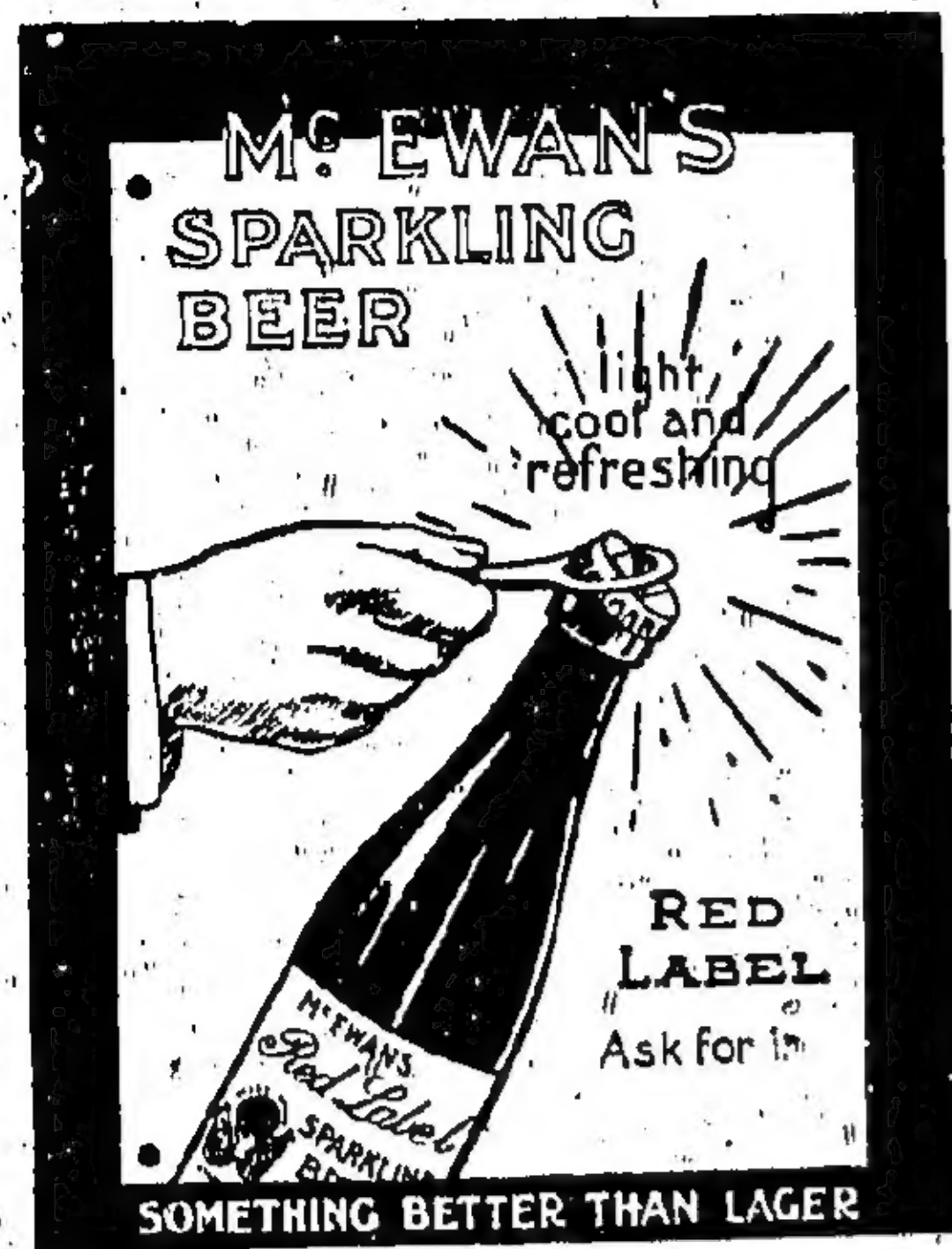
## HOP CHEONG

HIGH CLASS FURNITURE MANUFACTURERS.  
DEALERS IN  
Swatow Hand-Made Drawn Thread Work  
New and Old Embroideries Silk, &c., &c.  
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**HANDKERCHIEF for \$1.00?**  
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NUMEROUS OTHER BARGAINS  
AT CHEAP PRICE.

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INTERIOR ARCHITECTURAL FIBROUS PLASTER DECORATIONS,  
APPLY TO THE

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Best cars for hire and sale, clean place for  
storing cars, and repairs of Motor Cycles  
undertaken.

**EXPERT DRIVERS. MODERATE CHARGES.**



R.V. CHILD, DUKE OF TOLEDO, & A.F. MOORE

The Duke of Toledo, grandson and member of one of the proudest  
houses of old Spain, is engineer of the train by which the King of  
Spain usually travels. He is shown here in the gressy, overalls in  
which he guides the train.



M. CAMILLE FLAMMARION

M. Camille Flammarion, noted  
French astronomer and scientist,  
in his recently published book,  
"What Do We Know About the  
Hidden World," tells what, in his  
opinion, has been scientifically  
proved as to the existence of the  
soul after death. The soul, he as-  
serts, exists entirely independent  
of the body, and is endowed with  
faculties not yet revealed.



BLOW  
RESTORES  
MEMORY

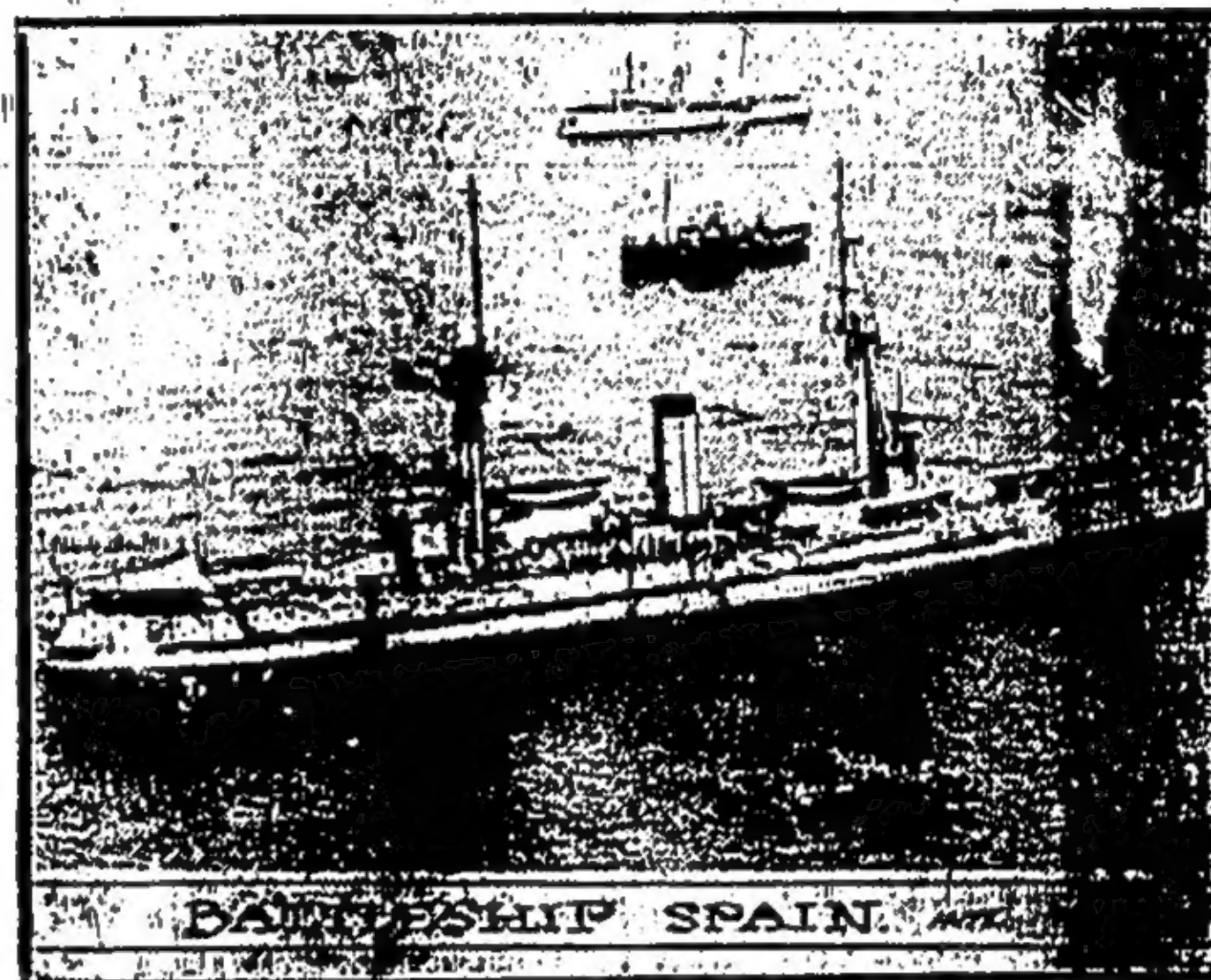
While Norman Selby, famous Kid McCoy of old prize ring days,  
passed long hours in jail, awaiting trial for the murder of Mrs.  
Teresa Mora, his sweetheart, he boxed much with the other prisoners.  
One of his opponents, held on the charge of passing bad cheques, had  
been an amnesiac victim for eight months. One of McCoy's blows  
landed on his chin and the shock brought back his memory.



ELIZABETH P. DIAL

Elizabeth Patterson Dial, film star,  
is to become Mrs. Rupert Hughes,  
according to news from Los Angeles,  
where the bride-to-be is acting for  
the camera. The first Mrs. Hughes  
committed suicide in French Indo-  
China a year ago, after a lengthy  
illness.

## FINEST SPANISH BATTLESHIP LOST.



The newest and finest Spanish battleship "Spain," operating with  
the Spanish forces in Morocco, stranded on the coast of North Africa  
at Cape Tree Forcas. Attempts to pull her off were unsuccessful, and  
she has been abandoned, totally wrecked by a subsequent storm.



DR. HIRAM BINGHAM

Dr. Hiram Bingham, Governor-  
elect of Connecticut, defeated  
Hamilton Holt in the special  
election for United States Senator to  
succeed the late Frank B. Rowan.  
Before his election he was  
Lieutenant Governor of the State.



J.G. TARVER (Centre), etc.

J. G. Tarver, who stands eight feet, five inches and weighs 400  
pounds, recently became a 32nd degree Scottish Rite Mason and  
Shriner at the Scottish Rite reunion of Hella Temple, Dallas. Boasting  
a geniality not excelled by his size, he was awarded the diamond  
ring given annually to the most popular member of the Shrine class.



MRS. JOHN W. STEEL

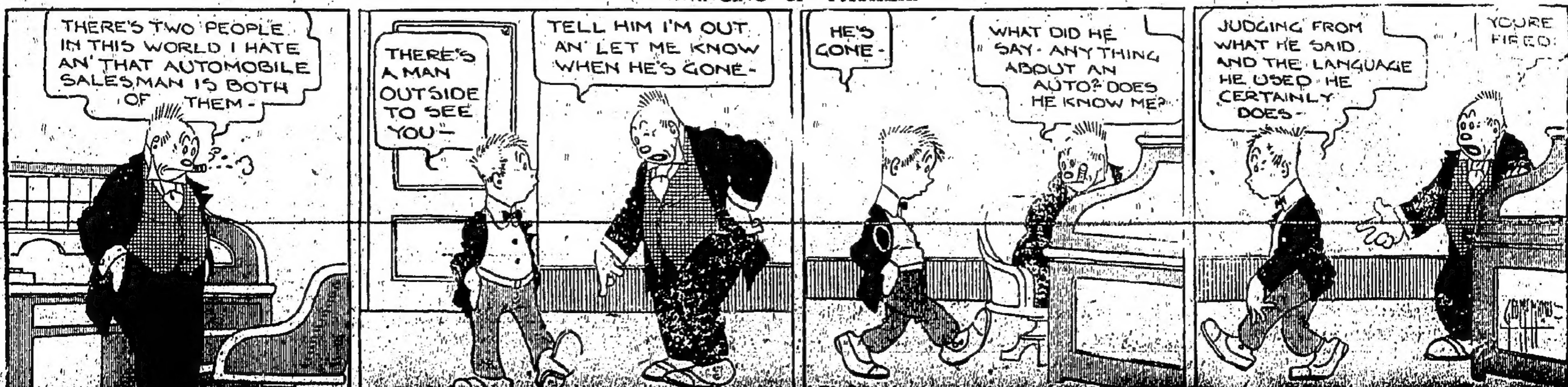
Mrs. John Steel, widely known on  
the stage before her marriage, as  
Sidonie Espero, has been granted a  
divorce from the noted tenor. She  
named three young women of the  
"Follies." They and Steel indignantly  
denied the charges.



ELEANOR BARNES LEVY, JOHN MCCORMACK

A complete denial that he was a victim of a blackmail plot has  
been made by John McCormack, noted tenor singer. According to a  
story told by Eleanor Barnes Levy, on trial for alleged blackmail,  
the tenor was mugged in the sum of \$20,000. Miss Willette Kersey,  
noted actress, says she is "through" with Americans as husbands.  
Her next, she is certain, will be a titled foreigner. Senator Thomas  
Walsh's amendment to the bill, leasing Muscle Shoals—an amend-  
ment providing in effect that the Government shall have control over  
rates charged for surplus power generated at Muscle Shoals—has  
been adopted by a vote of 41 to 29.

## BRINGING UP FATHER.





**LAMMERT BROS.**AUCTIONEERS, APPRAISERS  
AND SURVEYORS**Public Auctions**

THE Undersigned have received instructions from H. E. Sir John Fowler, R.M.G., to sell by Public Auction on

**FRIDAY, 30th January 1925,** commencing at 2.30 p.m. at Headquarter House

A Quantity of Blackwood Furniture, Old Chinese Curioes and Pictures, etc.

including:—  
Chinese Embroidery, Old English Prints, Old Chinese Clock with Chimes, E.P. Ware, Silver Ware, Lacquered Ware, Cutlery, etc., etc.

Also  
One Boudoir Grand Piano by Bluthner.

Catalogues will be issued. On View from Wednesday, the 28th January, 1925.

Terms:—Cash on delivery.  
**LAMMERT BROS.,**  
Auctioneers.

**THE WATER SUPPLY.**

Level and Storage of water in reservoirs on the 1st January, 1924.

CITY AND HILL DISTRICT WATER WORKS

LEVEL.

1924. 1923.

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**WORLD OF SPORT.****FOOTBALL.****SCOTTISH CUP DRAW.**

(Reuter's Service.)

GLASGOW, January 28.

The following is the draw for the second round of the Scottish cup to be played on the grounds of the first-named teams on

February 7.

Kilmarnock v. Hearts

Arbroath v. Clyde

Hamilton v. East Stirling

Academical v. shire

Celtic v. Alloa

Dykehead v. Peebles Rovers

Montrose v. Rangers

Airdrie v. Queen's Park

Partick Thistle v. Dundee United

Dundee v. Lochelly

Armadale v. Aberdeen

Vale of Leven v. Solway Star

St. Mirren v. Ayr United

Motherwell v. Arthurlie

Royal Albert v. Broxburn

Falkirk v. Dumbarton

Raith Rovers v. Bonness or Helensburgh.

**WORLD'S RECORD.****NURMI'S LATEST FEAT.**

(Reuter's American Service.)

New York, January 28.

At Madison Square Garden,

Nurmi won the three quarter mile

race, defeating Joeey and three

others in 3mins. 3 4/5secs. This

time is claimed to be a world re-

cord.

American's Trio.

New York, January 28.

Willie Ritola won the 3 mile

race, incidentally making what is

claimed to be four world records,

namely the 2 1/4 miles in 10mins.

33 2/5secs., the 2 1/2 miles in

11mins. 45 4/5secs., the 2 3/4 miles

in 12mins. 57 4/5secs., and the

three miles in 14mins. 4secs.

**BILLIARDS.****SHAMEEN CHALLENGE CUP.**

At the Customs Club, Shameen,

the return match for Com-

missioner Edwards's Challenge

Cup was played between the

Canton Club and the Customs

Club.

There was a good

attendance and the billiards was

quite a high order. It seemed,

however, as if the Canton Club

players found the Customs table

a trifle difficult, as they only won

one match.

The best game of the evening

was between K. W. Power of the

Customs and A. T. Lay of the

Canton Club. It resulted in a win

for Mr. Lay by 6 points after

having been some 25 behind. Mr.

Power played an excellent game,

as at one time he was 70 points in



## BUSINESS DIRECTORY.

## Coal Merchants

Masani & Co., 5, Queen's Road Central.  
Shipping Agents—Phone Cen. 1543.

Fung Shiu Ming & Co., (General Merchants, Colliery & Steamship Owners) 4A, Des Voeux Road Central.  
Phone C. 228.

## Dentist

Harry Fong, Dentist,  
1st floor, No. 74, Queen's Road Central, Tel. Central No. 1355.

## Engineers &amp; Shipbuilders

W. S. Bailey & Co., Ltd.  
Engineer and Shipbuilder  
Kowloon Bay  
New Work and Repairs  
Call "L."

## Fertilizer

Eastern Agricultural Fertilizer Co., 30, Victoria St.  
Tel. Cen. 1000, Sole Agents for Queen's Road of Fertilizers

## Glass Merchants

A. Ling & Co., Glass Merchants,  
Furniture, Mirror and Canton Marble  
Manufacturers, Electro-plated, Glass  
and Croquet, Wares and Photo  
Supplies, 16, Queen's Road Central,  
Tel. Central No. 1318.

## Hotels

Palace Hotel, Kowloon—Corner of  
Hingpong and Hankow Roads. Few  
minutes from ferry.

## Importers &amp; Exporters

Kwong Sun & Co., 55, Queen's Road  
Central, K. O. Chi Chung (Manager),  
Kwong King Him (Asst.), Tel. Cen. 3189.

## Land &amp; Estate Agents

Pui Yick Cho, Land & Estate agents  
Tel. Central 111-1987.  
33, Queen's Road Central.

## Merchants

Asia Commercial & Development Co.,  
China Bank Buildings (2nd floor) Tel. 3609

## Modistes

Madame Flint  
31, Queen's Road Cen. Tel. Cen. 589.  
(latest Parisian models).

## Optician

The Hongkong Optical Co. Phone 2322.  
63, Queen's Road Central.

## Photographers

Meo Cheung, P. Photographer  
23, Ice House Street,  
Beeconsfield Arcade Branch,  
Developing & Printing undertaken.

## MEH KWONG.

Printing, Developing etc. undertaken  
Kowloon.

## Po Kwong Photo Studio

128, Wellington Street,  
Photo Supplies and Developing.  
Art picture dealer.

## Printers

"The China Mail" General Printers,  
Publishers and Bookbinders.  
5, Wyndham Street. Tel. C. 32.

## Rubber &amp; Wood

Tankhake & Co., 20 Connaught Rd. W.  
Manufacturers of Rubber Soles and  
Singapore Wood. Tel. Central 4473.

## Ship Chandlers

K. King & Co.,  
46 Wing Wo Street. Tel. Central 4115  
Metal Merchants & Ship Chandlers,  
Managing Director—Mr. H. S. Chin.

## Sun Cheong, Comptroller.

General Provision Store.  
Naval and Military Contractors.  
No. 86, Praya East, Wanchai.  
Telephone No. 3761.

## Shoemakers

Jam Kee, Dealer in Sewing Machines  
and Accessories, Boot & Shoe Makers.  
7 Pottinger Street.

## WONG SIU WOON

BOOTS, SHOES AND SLIPPERS FOR  
LADIES GENTS AND CHILDREN.  
PRICES MODERATE TEL 1474  
No. 21, POTTINGER ST.

## Tailors

Hongkong Tailoring Co.  
Ladies and Gents Tailors.  
10, D'Aguiar Street. New Materials  
of all descriptions. Tel. Cen. 3830.

## LEE YEE.

HAIR DRESSING  
SALOON

Electric Facial Massage  
With Massage Cream  
Performed By Experienced  
Hands.

Novels, Magazines, Ladies'  
Fashion Books, and  
Toilet Requisites For Sale.

Winter Butterick.  
The Annuals for Gifts,  
& etc.

No. 12, D'Aguiar Street.  
HONGKONG.

## THEATRE ROYAL

LAST 2 DAYS

## MADELINE ROSSITER

AND HER NEW LONDON COMPANY  
In an Original and Up-to-date musical  
Entertainment, that runs at top speed

TO-NIGHT at 8.15.

"HORS D'OEUVRES"

TO-MORROW, 30th at 8.30 p.m.

"MIXED GRILL"

FAREWELL PERFORMANCE

REQUEST PROGRAMME.

BOOKING AT MOUTRIE'S

## WEATHER REPORT.

January 29d. 11h. 45m.—Pressure  
has increased moderately from  
Wladivostok to central and N.E.  
Japan, and decreased moderately  
from Shanghai to N. Formosa.  
Changes are small elsewhere.

The anticyclone over China has  
merged into a large anticyclone  
central over S.E. Mongolia.  
There is still an area of low  
pressure South of latitude 22° or  
23°, with minimum over Indo-  
China.

Light variable winds may be  
expected over the China Sea.

Hongkong rainfall for the 24  
hours ending at 10 a.m., to-day,  
0.87 inch. Total since January 1st,  
3.30 inches, against an average of  
1.28 inches.

Forecast for the 24 hours ending  
at noon on January 30, 1925.

1.—Formosa Channel,  
N.E. winds, moderate; overcast,  
rain.

2.—South coast of China  
between Hongkong and Lamook,  
N.E. winds, moderate; overcast,  
rain.

3.—Hongkong to Gap Rock,  
N.E. winds, moderate; overcast,  
rain.

4.—South coast of China  
between Hongkong and Hainan,  
N.E. winds, moderate; overcast,  
rain.

ROYAL OBSERVATORY,  
HONGKONG.

## DAILY WEATHER REPORT.

JANUARY 29, 1925.—a.m.

| Station.    | Hour. | Barometer<br>at Sea Level. | Temperature. | Humidity. | Wind.      |        |
|-------------|-------|----------------------------|--------------|-----------|------------|--------|
|             |       |                            |              |           | Direction. | Force. |
| Vladivostok | 6 a.  | 30.15                      | 3            |           | NE         | 3      |
| Yamou       | 5 a.  | 29.78                      |              |           | SW         | 1      |
| Sakodato    | "     | 29.84                      |              |           | NE         | 1      |
| Yokio       | "     | 29.93                      |              |           | NE         |        |
| Sochi       | "     | 29.98                      |              |           |            | 0      |
| Yagasaki    | "     | 29.99                      |              |           | W          | 1      |